

Dodge Viper (Chrysler Viper) RT10 SR-1 Roadster (1994) (64.950 EUR)



Locatie **Noord-Holland, Amsterdam**
<https://www.advertentieX.nl/x-1404910-z>



This 1994 Chrysler (Dodge) Viper RT/10 is a paragon of machismo energy. There are other, arguably more masculine cars, of course—the Porsche 911 has a clientele made up almost entirely of men. The Mustang became an icon of male virility thanks to the man’s man, Steve McQueen, thrashing one through the streets of San Francisco in Bullitt. But the RT/10 goes beyond being preferred by men; this car has a gender, and it is a frat bro. The bulging hood, the pulsating burble of the 8.0-liter engine, the infamous self-centered lack of care for anyone including bystanders or occupants—it radiates masculinity. And not the healthiest kind.

- 1994 Dodge Viper RT/10: By the Numbers
- Powertrain: 8.0-liter naturally aspirated V10 | 6-speed manual | rear-wheel drive
 - Horsepower: 400 @ 4,600 rpm
 - Torque: 465 lb-ft @ 3,600 rpm
 - 0-60: 4.3 seconds
 - Top speed: 170 mph
 - Quick take: The Viper is masculinity given physical form. And I still love it.

Understand It or Get OutThe Viper really is almost stunningly one-dimensional in pursuit of this image, too. Most domestic muscle cars seek a lowest common denominator of appeal to ensure high take rates and solid margin, but the Viper—especially this, the first-generation RT/10—eschews that. It offers nothing but power and a healthy dose of intimidation. Dodge’s entire development and sales strategy, as far as I

can tell, was to sculpt the most phallic fiberglass possible around its massive V10, wrap the whole thing in a thin calf-skin of carbon fiber pipes, and hope it would be a Viper to tame. There is no attempt to appeal to anyone whom the car does not appeal to, and you understand that it’s not a car for everyone. It’s more polarizing than rudimentary, as its design is not a car, it’s a car that is the car. The first-generation Viper has been renowned for its incredible speed, but it’s also a car that does not care about you. We all know the spiel: No traction control, no ABS, no airbags (too much weight!), no stability control, hell, no side windows. You get 400 horsepower sent to the rear wheels, 465 pound-feet of torque at just a touch over 3,500 rpm, a T56 six-speed to attempt to channel it to the pavement, and a prayer to survive. This car is practically custom-built for the few lunatics that took the “no airbags—we die like real men” bumper stickers as a challenge rather than a parody.

Enough about the mythology of the Viper, this Viper is original stock, European delivered (one of the 200



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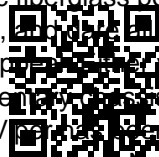
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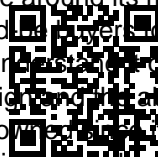
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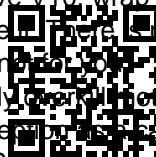
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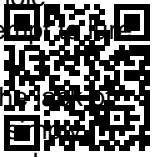
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Chrysler Vipers) with just a 61707km on the odo.

It has excellent maintenance and new APK. It has an color matching hardtop, softtop, soft side windows, lexan side windows, interior cover and a custom made car cover. It has a class 3 alarm system.

The color is Viper red!

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